

Intimations.

PYROLA,
PYROLA,
PYROLA.

To-day's Advertisements.

NOTICE.

ANY OUTSTANDING CLAIMS against the R.A.O.L. LODGE, Hongkong, should be sent to Q.M.S. SMITH, R.A., on or before the 15th December next. Hongkong, 19th November, 1901. [1253c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship "KUMSANG," Captain Buller, will be despatched as above on TUESDAY, the 26th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 19th November, 1901. [1254c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 22nd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers, Hongkong, 19th November, 1901. [1255c]

Intimations.

NEW GOODS.

PLenty
IN
HAND.
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No. 12,
Beauchamp
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1901. [41]

WATKINS,
LIMITED.

Chemists and Perfumers.

No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

THE
ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.

MONTHLY PAYMENT
SYSTEM.

Hongkong, 10th August, 1901. [751c]

KELLY & WALSH, LTD.
JUST PUBLISHED.

RUDYARD KIPLING'S MASTER-
PIECE.

"KIM OF THE RISHTI."

BEAUTIFULLY ILLUSTRATED.

\$1.50.

Hongkong, 6th November, 1901.

WILLIAM POWELL, LIMITED.

ALL CHILDREN'S departments have been transferred to No. 26, Queen's Road.

DRESSMAKING will be carried on only at No. 34, Queen's Road.

R. G. HECKFORD,
Manager.

955c]

THE
ROBINSON PIANO COMPANY, LIMITED.

**BANJOS, MANDOLINES
AND GUITARS,**

AT
COST PRICE

TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901.

1953c

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17a, Queen's Road, Central.

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Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.

**FLOWER AND VEGETABLE
SEEDS.**

**FOR THE SEASON
1901-1902.**

**ARRIVAL OF NEW
SHIPMENTS.**

**ORDERS EXECUTED FROM
FRESH STOCKS ONLY.**

Intimations.

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CLAYS FERTILIZER.

10lbs \$1.75
25lbs \$4.50

**A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.**

ESTABLISHED A.D. 1841.

BIRTH.

At St. Brannock's, Eastbourne, on Oct. 18th, the wife of ALEXANDER CAMPBELL, of Shanghai, of a son.

MARRIAGES.

On the 10th instant, at St. John's Cathedral, Hongkong, by the Rev. F. T. Johnson, M.A., FRANCIS MAITLAND, of the Firm of Linstead and Davis, to ALICE FRASER SMITH, youngest daughter of the late Captain Stobart. [1251c]

On the 17th Oct., at Trinity Presbyterian Church, Hampstead, by the Rev. James R. Gillies, M.A., assisted by the Rev. E. Welsh, M.A., WILLIAM, third son of the late William Latia, of Darmallich, Old Cumnock, to JANET HALLEY, elder daughter of Thomas Gubbettson, of 55, Netherhall-gardens, N.W.

DEATHS.

On the 19th inst., suddenly, D. B. ADAMSON, Marine Engineer, age 60 years, the funeral will pass the Monument, Happy Valley, at 9 a.m. To-morrow, the 20th instant. [1252c]

At Gibraltar, Oct. 12th, Naval Cadet R. L. ARCHER, H.M.S. *Cressy*, aged 16. At Eastbourne, Oct. 12th, R. S. WALKER, formerly of Hongkong, aged 81. At Sydenham, Oct. 13th, KATHARINE STICKMAN, aged 91.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 19, 1901.

NOTES AND COMMENTS.

The Water Supply.

We trust that when the Commission on Sanitation arrives here the question of our water supply will receive due attention, for it is a most important factor in the health of the Colony and one which it would be folly to neglect. On the 1st instant the Hongkong reservoirs held 276,137,000 gallons of water, and the consumption during October was 124,372,000 gallons, which shows very plainly that unless the supply be diminished the reservoirs, failing further rainfall, will be empty early in January, or long before the spring rains are to be expected. Thus it has been found necessary to curtail the supply in order to eke out our scanty store.

The Government is, it is true, thinking about constructing another dam at Tyam so as to increase the storage capacity of the reservoirs, but that will take a considerable time to construct, and in the mean while we are left to face a situation which presents a shortage of water every dry season, which shortage is increased yearly by a growth of about 5,000 in population, representing a monthly consumption of 93,500 gallons of water. Should the new dam take three years to complete, it would mean that in November 1902, given like conditions, we should have but some 250,000,000 gallons of water left to see us through the dry weather, and this with the monthly consumption of water increased by nearly three million gallons.

But even with the new reservoir we are told that another ten years will see us just

as short of water, as we are now and, if this is the case, and our informant should be qualified to give an opinion, we greatly fear that the new reservoir will simply be in the nature of a patch put upon an old kettle—it will not last for long. Sooner or later the question of Hongkong's water supply must be faced, and faced boldly. The time will very shortly come when the catchment area of Hongkong will be inadequate to the demands of our growing population, and this points to the fact that money expended on waterworks on this side of the Harbour is practically thrown away. Much sooner than the average man—in the street imagines it will be found necessary to draw Hongkong's water supply from the mainland and, thus it seems to us that it is high time that steps were taken to construct large waterworks in the new Territory. We are told that such works would probably take ten years to complete, and by that time they will be urgently needed. We would recommend the Government to make an effort to look well ahead for once and take the matter in hand in time.

REUTER'S TELEGRAMS.

THE GALE IN GREAT BRITAIN.

LONDON, November 17th.

During the gale last week in Great Britain there were 61 wrecks, and 177 persons drowned.

REINFORCEMENTS FOR
SOUTH AFRICA.

All the available men from the following regiments have been ordered to be in readiness to sail for the Cape on the 15th December.

Royal Irish Regiment.
Cheshire Regiment.
South Wales Borderers.
Hampshire Regiment.
South Lancashire Regiment.
Royal West Surrey Regiment.
Durham Light Infantry.

LOCAL AND GENERAL.

NOS. 2, 4 and 6, Li Yuen Street West, though connected with the main, have been without water for eight days.

GOLD COIN to the amount of £150,000 was brought from Japan by the s.s. *Kanaga Maru*, surely enough to make the celebrated Captain Kidd and Koxinga turn in their graves!

THE COMMUNICABLE DISEASES reported as occurring in the Colony during the past week are three cases of diphtheria, all Portuguese, and four cases of enteric fever, all European, two of the latter imported from Shanghai by the s.s. *Adana*.

THE INTERPORT TENNIS MATCHES will be resumed on the Hongkong Cricket Club's ground to-morrow morning at 10.30, when Hancock will play Ramsey for the singles. To-night will be devoted to billiards, and it is considered Hongkong has the best chance.

GERMAN COALING DEPOTS.—The *Daily Mail*'s Berlin Correspondent says that Germany is about to establish coaling depots in several parts of the Pacific, Samoa being one of the main stations. The coal will be brought from Shantung, which early in 1902 will become an important centre of coal export.

THE YOKOHAMA FIRE.—We learn that in the fire at Yokohama yesterday the Oriental Hotel was burnt, and the damage is estimated at some \$200,000. The Oriental was noted as being the best hotel in the East and was famous for its winter garden, with its splendid skylight and spacious interior balconies.

THE RETURN OF VISITORS TO THE CITY Hall Library and Museum for the week ending 17th November, shows:

Library, Museum.	
Non-Chinese 363	100
Chinese 233	1,112
Totals 596	1,612

INDISCRIMINATING.—French Anglophobia is apt to be indiscriminating. The Marquis de Sommery writes to the Paris Press indignantly complaining that his mother, his wife, and himself were greeted at Calais with cries of "A bas les Anglais!" hustled and stoned by a large crowd, and forced to seek safety in a shop.

THE DUKE OF BERWICK and Alba, who was a guest of Sir T. Lipton on board the yacht *Erin* during the international yacht races, died on 15th ult. in New York. He was a lineal descendant of the natural son of James the Second, a distinguished soldier, who won the battle of Almanza. The late Duke was in his 52nd year.

FOOTBALL.—To-morrow afternoon, at 4 o'clock, the Hongkong Football Club will play a rugby match against a team from H.M.S. *Ocean*. The following will represent the Club:—

Back: Gray; three-quarters: Smythe, Beattie, Wilshire; St. Clair; halves: Jordan, Knox; forwards: Johnson, Bishop; Halifax, Clark, Wolfe, Sandford, Wilson, and A. N. Other. Referee, Captain, Weymouth.

COINAGE FOR NOUMEA.—A Paris paper states that M. Boulanger has obtained the authorisation of the Minister of Colonies in Indo-China to coin 100,000 francs in Indo-China. Each steamer leaving Singapore with cargo of rice, for Noumea (there is only one or two every year), will receive from the French Consul grants. The recruiting agent selected by the authorities in Indo-China will be paid by New Caledonia.

COTTAM & CO. NEW SCARVES AND TIES.

NEW TUNG WA HOSPITAL.

STONE LAVING CEREMONY.

As reported in our issue of yesterday, His Excellency the Governor in the afternoon laid the foundation stone of the Tung Wa Infectious Diseases Hospital at Kennedytown. His Excellency arrived at Kennedy Town in his steam launch precisely at four o'clock, and accompanied by Sir Thomas Jackson, and his private secretary, Captain Warner, at once proceeded to the large matted already well-filled with ladies and gentlemen, including the following:

Hon. J. H. and Mrs. Stewart Lockhart, Hon.

W. Chatham, Hon. A. W. Brown, Hon. Dr.

Ho Kai, Dr. and Mrs. Atkinson, Mr. F. J.

Badeley, Dr. Clark, Dr. Pearce, Mr. A. J. May

(Queen's College), Mr. A. Woodcock, Dr.

Noble, Mr. and Mrs. A. Cunningham, Mr. B.

Brotherton Harker (the architect), and Mrs.

and Miss Brotherton Harker, Mr. G. W. F.

Playfair, Mr. C. C. Master, and Messrs. Lai

Chuen, Fung Wa Chun, Ho Fook, Lau Chu

Pak, Ho Tai Shang, Ua Lai Chuen, Wong

Chee Kow, Pun Tsz Wan, Chan Kan Yue,

Kwok Fung Yee, Yuan Kin Wan, Fung Ngai

Chin, Liao Tze San, Li Cheuk Yue, Yung Yik

Ting, and Chang Sze Kai.

Upon his arrival H. E. the Governor was accommodated with a seat in the centre of the matted, and Mr. Lai Chuen, the Chairman, approached him and said in Chinese an address which was afterwards translated for His Excellency by Mr. Fung Wa Chun, as follows:

Your Excellency.—On behalf of the Committee of the Tung Wa Hospital I beg to express our gratitude to you for having consented to lay the foundation stone of this building. In so doing, Sir, you will be marking with your approval one more stage in the progress which under the benevolent rule of the British Government the Tung Wa Hospital has been encouraged to make during the last eight years. It has failed to us, the members of the present Committee, to have the honour of welcoming Your Excellency to-day; but we do not forget that we owe the honour in great part to the labours of our predecessors. An institution like this is not the work of one day, and on this occasion the efforts of all who have contributed to it deserve to be remembered.

It is as long ago as the winter of 1897 that an epidemic of small-pox induced some members of our community to take up seriously the idea of starting a hospital for infectious diseases, but the time was unpropitious. Next year, emboldened by the interest which Your Excellency displayed in all matters which affected the welfare of the Chinese, the Committee of the Hospital, acting through their Chairman, Mr. Ho Tung, made another appeal to the government, and a ready ear was turned to them. The sympathy of the government and the gift of a site stimulated the liberality of the European and Chinese communities, and a large sum was raised for the purpose of building an annex to the main hospital and an institution for the treatment of infectious diseases.

THE CRICKET WEEK.

HONGKONG versus SHANGHAI.

Hongkong 1st innings 230
Shanghai 1st innings 239
Hongkong 2nd innings.

87 for 5 wickets.

The third day of the match opened with a fine mellow light was on the ground. The wicket at the top end was wearing, and Bird was bound to be dangerous. Gratrix was unable to attend, as he was in the hospital suffering from fever. The two not out men, Dorehill (1) and Dyson (13) appeared and Dyson cut Mann's first ball to Price in the slips. Mann's first ball, Dyson's first, and the first wicket down. Score 87-6-13.

Bird joined Dorehill and drove Mann to leg for four, putting 90 up. Potter went on at the lower end and Dorehill made his second score by hitting him to leg for one; Bird followed suit by driving to the off for a single, and again Dorehill cut for one. Potter's balls were rising, and Bird caught a nasty one on the elbow, but had his revenge by driving the next to the railings. Dorehill hit Mann beautifully to leg for four, and a round of clapping announced the 100. Bird was late for Potter's first but drove his second for two and played out the over. Dorehill was setting down to steady cricket and was keeping Mann's trickiest ones out of his wicket in good style, and never missed a chance on the leg side—10 up. Bird drove Potter to the off for two and spooned up his third, but it was in a safe place, and Dorehill stole one by a hit to leg. Stanion took the ball from Mann and one only was scored off his first over. Dorehill batted a very steady over from Potter, and seemed determined to keep his wicket up and leave the run making to Bird. Dorehill put Stanion to the on with a very pretty stroke, and 100 appeared. Bird cut Potter for one, and Dorehill almost put the next into Lanning's hands with his favourite square leg drive. Bird drove Stanion for one, with a drive that deserved a boundary, but the field were well out and it was saved. Bird made a wild hit at Potter, and just snicked it to Wallace in the slips. Score 124-7-20. Bird's 20 was a very useful performance, but shabby throughout.

Dorehill was still plodding away when he was joined by Cox, who played an over from Stanion. Potter was varying his pace and trying to tempt Dorehill out of his shell, who punished heavily anything on the leg side. A chance hit by Cox, that ought to have been caught but was not, put 130 up. Potter was pitching them short to Dorehill, taking advantage of the bumpy ground in the hope that the batsman would put one up in the field. 140 went up after a score by Dorehill, and Mann went on in place of Potter from the lower end. Cox smartly drove his first to the stand for four, and hit the third ball into the hands of Stanion, who missed and fell over it. A bye brought 150 up and "the hope that springs eternal" started to swell the bosoms of Hongkong. Cox was getting into his stride and twice drove Stanion, five being credited to him for the two hits. But such hitting could only come to one end, and he cut Stanion to Price in the slips, and retired for a lucky 22. Score 157-8-22.

Preedy appeared and was bad joss for Dorehill, who was clean bowled by Mann. He had been at the wicket from the start and by good cricket had made 25; at a juncture of the game when a man was badly needed. Total 157, Hongkong batted one man short, as Gratrix was still too bad to be able to take part.

At 11-20 Hongkong appeared in the field, and A. E. Lanning and McEwan came out for Shanghai. An amount of interest was taken at the start to see who Dorehill would put on to bowl, and whether he would persist in his suicidal policy of putting on Franklin. But better council prevailed, and Bird started at the lower end to Lanning. Bird, right from the jump, was difficult, and two only was scored from his first over, when Preedy took the ball at the City end. Another chance that the Captain made was to put Arthur at the wickets, and in our opinion he is the best wicket keeper on the ground. Preedy was on the stumps but he should have been on the bumpy end of the pitch and, with five men behind, catches should have resulted. Hancock let a hard cut from McEwan go past him and the railings were reached. The only score from Preedy's over. A hit to square leg by Mr. McEwan off Bird, put the first to up after fifteen minutes play. Lanning was batting in great shape and was cutting Hancock to the slips, and then put one away to leg for four. A smart return from cover point almost brought about a run out, as Arthur took the ball, but stumped at the wrong end. Twenty went up with a single from Lanning, and again Hancock let pass another. Anything bowled to leg was safe for a score, as both men were very able on that side and it was, with the exception of Dorehill at square, entirely undefended. Thirty minutes had been occupied and 20 runs had dribbled out, only two fours had been hit, one by each man. Lanning was in hard luck, as he would get one of Preedy's fastest on the thigh, and take Bird's next on the fingers.

A drive off Preedy brought 30 up, and Bird continued to Lanning. Bird had six men behind the wicket and some of his balls were bumping over the batsman's head. He sent down a maiden, and as long as he sent them down to the off nothing would be forthcoming. The game was a trifle slow, as the bats were careful and the bowling too good to take any liberties with, backed up as it was, by the best all round fielding we have yet seen. The first good drive of the innings was made off Preedy by McEwan, who took full advantage of a loose pitched one and sent it to the railings. 40 went up after forty minutes play, and Hancock took the ball

from Preedy, who had bowled 10 overs for 24 runs and no wickets. Hancock's first was driven for four by McEwan, but that was the only score; Bird commenced afresh and Lanning drove him past the screen and 50 appeared on the board. Twenty runs had been made off Bird, and again Lanning took a painful one on his thigh and the next struck his face. Hancock was sending down good straight stuff that did not seem to trouble the batsmen much, and if the two first in were not soon divided, ruin was staring Hongkong in the face. Lanning drove Hancock, but it was smartly saved by Franklin; however, he got the next through the slips for four, 60 went up after a hit by Lanning, that was missed by Clifton Brown at point. Dorehill next went on in place of Bird, but McEwan took an instant liking to him and drove him twice to the off, and Lanning got Hancock away to leg for one, as he was not on the wicket; but in the next over he improved and sent down a maiden. Lanning, cutting hard at Dorehill, was smartly driven by Clifton Brown at point, but got the next away for three. 70 appeared after Lanning driving to the off for two, which Franklin tried to play football with and missed. Lanning was playing Dorehill with ease and runs kept coming steadily. Bird went on at top end in place of Hancock, and bowled a maiden, which was followed by Dorehill doing likewise. Bird's first ball ended McEwan's life, as Lanning hit to square leg and was picked up by Dorehill, who returned to Arthur, and the ball was off in a jiffy, before McEwan could get into his ground. The bell rang for tiffin with the score 73-1-35.

On resuming after tiffin Rose went in to partner Lanning, but Shanghai's lucky star was suffering from an eclipse, as Dorehill bowled Lanning, and Price, on joining Rose, was clean bowled by Bird inside of five minutes.

Score 110 for three wickets, when Potter ap-

peared and at once commenced to play his slash-

ing game. He hit Hancock, who was bowling

from the lower end, all ends up; and 130 ap-

peared after half an hour's play. Price and Potter

were hitting partners and they Hancock freely

and had no respect for Bird. Preedy went

at the top end in place of Bird, and Price

took a pull and commenced a little more

carefully. But it was not long, as Preedy's

third went away for four and his next for one.

140 went up from a drive of Hancock, and

Potter drove the same bowler to leg for four,

and again to the railings. This was the stage

of the game that Franklin should have been

put on, as with two slogging bats a catch in the

long field must have come about. Potter made

the winning hit and the game was finished.

Shanghai won by seven wickets, in no small

manners due to the hitting of Potter and Price.

A. E. Lanning took all the fire out of the bow-

ing and the two P's fairly demoralized Hong-

kong.

HONGKONG 1ST INNINGS.

H. R. Hancock, b. Weippert, b. Mann.	68
Lieut. Clifton Brown, run out.	32
C. S. P. Franklin, R.N., c. Weippert, b. V. H. Lanning.	23
Major Beresford Ash, c. A. E. Lanning, b. Stanion.	61
Arthur, Potter.	0
Major Dyson, A.P.D., b. Potter.	13
Gr. Gratrix, Potter.	0
Major Dorehill, K.A., b. Mann.	2
Lieut. Bird, std. Weippert, b. Mann	4
P. A. Cox, run out.	6
Pte. Preedy, R.W.F., not out.	2
Extras.	19
Total.	230

SHANGHAI—FIRST INNINGS.

A. E. Lanning, c and b Preedy	27
K. J. McEwan, b. Bird	46
W. J. Turnbull, Bird, b Hancock	0
Capt. Prince, c. coolie, b Hancock	19
Capt. Rose, c Preedy, b Hancock	16
F. W. Potter, c Preedy, b Hancock	39
J. Mann, c Cox b Preedy	41
R. C. Farbridge, b Preedy	3
W. K. Stanion, run out	30
W. H. Weippert, c Cox, b Preedy	7
V. H. Lanning, not out.	0
Extras.	11
Total.	239

HONGKONG 2ND INNINGS.

H. R. Hancock, b. Potter	4
Lieut. Clifton Brown, R.N., b. Mann	15
C. S. P. Franklin, R.N., b. Mann	3
Major Beresford Ash, R.W.F., c. Rose b. Stanion.	36
H. Arthur, b. Mann	5
Major Dyson, A.P.D., c. Price, b. Mann	13
Major Dorehill, R.A., b. Mann	25
Lieut. Bird, c Wallace, b. Potter	20
P. A. Cox, c Price, b. Stanion	22
Pte. Preedy, not out	0
Gr. Gratrix, absent	0
Extras.	14
Total.	157

SHANGHAI—2ND INNINGS.

A. E. Lanning, b. Dorehill	46
K. J. McEwan, run out	35
Capt. Rose, b. Bird	6
Capt. Price, not out	34
F. W. Potter, not out	39
Extras.	2
Total.	152

BOWLING ANALYSIS HONGKONG FIRST INNINGS.

O. M. R. W.				
Potter	27.3	7	59	3
Mann	26	5	78	3
McEwan	16	3	27	0
Stanion	10	0	27	1
V. H. Lanning	3	1	20	1
FIRST INNINGS.				
O. M. R. W.				
Bird	30	11	75	1
Franklin	8	—	61	—
Hancock	20	4	66	4
Preedy	9.4	4	26	4

COTTAM & CO. DRESS SHIRTS, TIES and COLLARS.

2ND INNINGS.

O. M. R. W.				
Bird	22	6	55	1
Preedy	9.1	0	33	0
Hancock	9	2	40	0
Dorehill	13	3	22	1

HONGKONG—2ND INNINGS.

O. M. R. W.				
Potter	20	5	43	2
Mann	16.1	3	70	5
Stanion	10	0	30	2
V. H. Lanning	2	0	0	0

V. H. Lanning bowled two wides.

MADAME FREED'S CONCERT.

It seems strange, and is apparently a fact, that in Hongkong there are comparatively few persons capable of appreciating the higher class of music. Given a performance well spiced with the comic element, and a large audience is practically ensured, but when some of the classic compositions figure on the programme a small house is generally the result. This was the case last evening, when Madame Agnes Freed, favoured a small audience with an excellent concert at St. George's Hall should have been packed instead of being very scantily filled. That Madame Freed should command a grand reception in Hongkong cannot be denied and though it must have been almost a thankless task both to her and to the local talent assisting. Those present thoroughly appreciated the concert and will undoubtedly look forward to a future visit. The local talent comprised such well-known performers as Mrs. A. R. Fullerton, Professor Galuzzi, Mr. P. W. Goldring, and Mr. L. Graça. Mr. W. H. Lewis, who has the reputation of possessing one of the finest bass voices in the East, fully maintained his reputation and gained hearty applause for his contributions. Mr. L. R. Ruchwald and Mr. E. Deneberg were the instrumentalists, performing on the violin and piano respectively, and their skillful rendering of several selections would undoubtedly compare most favourably with some of the best musicians in the East. Madame Freed was, of course, the most popular artist of the evening and it would be presumptuous to criticise her performance. Unfortunately the hall was much too small for her powerful voice, and its full extent could not be perfectly heard with her last two contributions, however, and especially with "Ave Maria" the delicacy and richness of her fine soprano voice was heard to every advantage, and could not be improved upon. She gained the loudest applause with each of her selections, and those who failed to take the opportunity of attending the concert certainly missed one of the treats of the season. The full programme is as follows:

PROGRAMME

PART FIRST.

Duet, "Symphony" Mr. G. Grimaldi.

Prof. Galuzzi and Mr. G. Grimaldi.

Aria, "Lohengrin," Wagner.

Mrs. A. R. Fullerton.

Violin Solo, "Andante Cantabile Bolero," Daniba.

Mr. L. R. Ruchwald.

Cantabile, from "Samson et Dalila," Saint-Saëns.

Madame Agnes Freed.

Song, "Still, Wie Nachts," Bohm.

Mr. P. W. Goldring.

Song, "The Song of Hyacinth the Cretan," Elliott.

Mr. W. H. Lewis.

PART SECOND.

Piano Solo, "Caprice Espagnole," Morawski.

Mr. E. Deneberg.

L'extase, "Brilliant," Luigi Arditi.

Madame Freed.

Song, "The Bandolero," Leslie Stuart.

Mr. W. H. Lewis.

"Madame," Tost.

Mrs. A. R. Fullerton.

Violin Solo, "Ave Maria," Bach-Gounod.

Madame A. Freed.

Violin Olligato, Mr. L. R. Ruchwald.

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with CREST, a CARVED PANEL and an

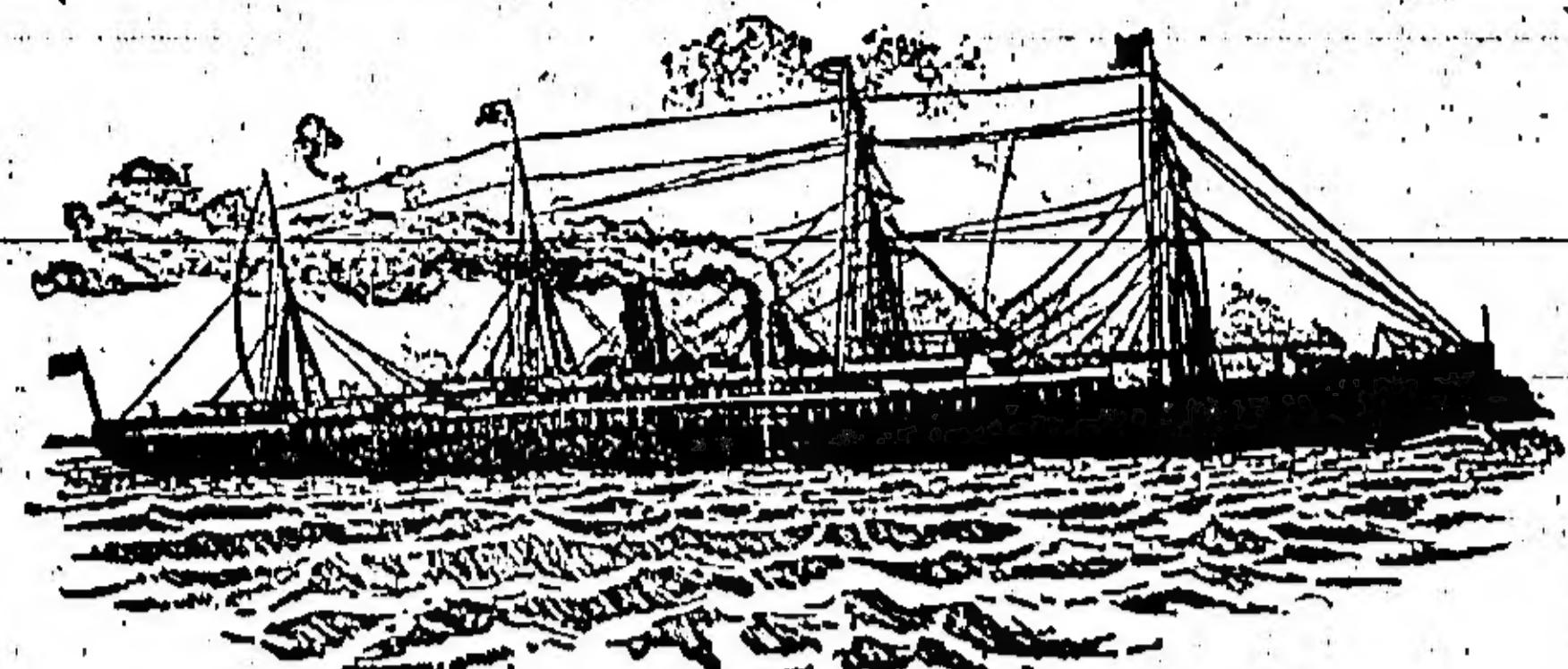
INAID SCREEN of WONDERFUL

WORKMANSHIP, &c. &c. &c.

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PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	WEDNESDAY, 20th Nov., at 3 P.M.
"AMERICA MARU"	THURSDAY, 28th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.
"HONGKONG MARU"	SATURDAY, 21st December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.

THE O. & O. Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 20th instant, at 3 P.M., taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States, or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN-FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

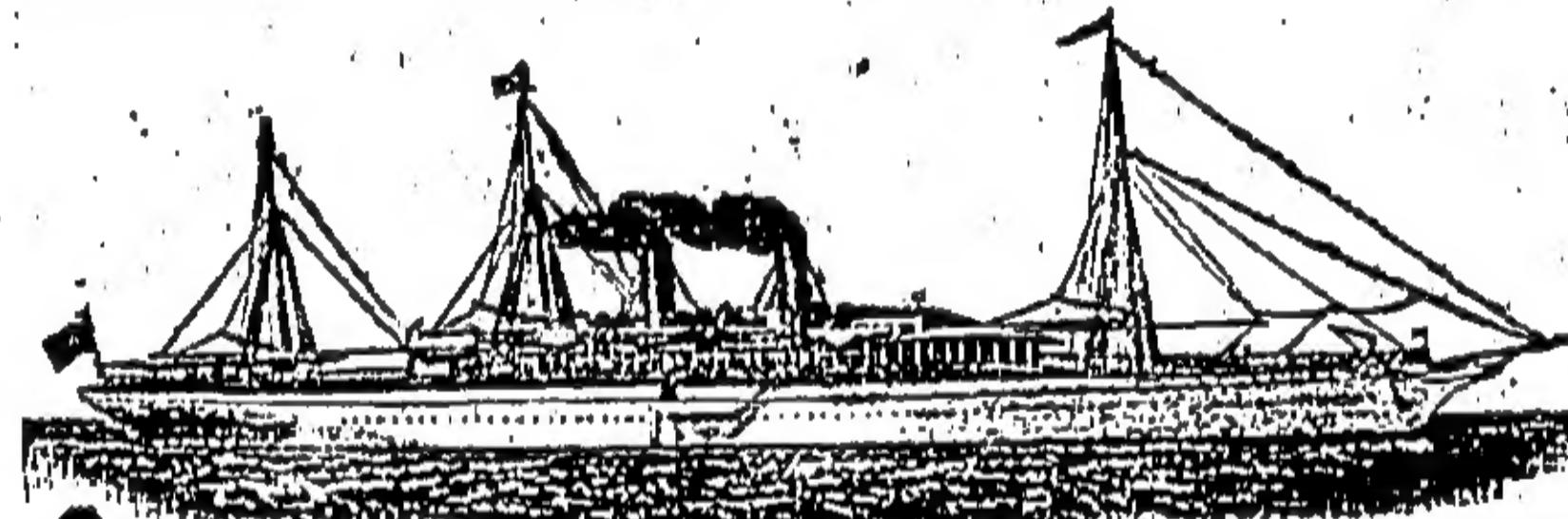
Consular Invoices to accompany each statement of Charge or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY;
Acting Agent.

Hongkong, 18th November, 1901.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1901

SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th November.
ATHENIAN	Comdr. H. Mowat
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th December.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th January.

THE magnificent Twin-screw Steamships on this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER and (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval and Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to: 12, E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th November, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER FRAETDAMPER DIENST.
OSTASIATISCHER FRAETDAMPER DIENST.

(Taking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zachariae	(Calling at SINGAPORE and COLOMBO).		
SUÈVIA	HAVRE, BREMEN and HAMBURG.	14th Dec.	Freight.
Bork	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	28th Dec.	Freight.
NUERNBERG	(Calling at SINGAPORE and COLOMBO).	6th Jan.	Freight.
Ammon	HAVRE and HAMBURG.	13th Jan.	Freight.
STRASBURG	(Calling at SINGAPORE and COLOMBO).	Huckle, F.	
Madsen	HAVRE and HAMBURG.	28th Jan.	Freight.
SAMBIA	(Calling at SINGAPORE and PENANG).	Hans, Peter	
AMBRIA	HAVRE and HAMBURG.	12th Feb.	Freight.
Duckeisen	(Calling at SINGAPORE and COLOMBO).		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 18th November, 1901.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson, J. J. Livingstone, J. Sawyer, Mrs. W. E.
Allard, Rev. T. Leslie, M. H. Symonds, I.
Alexander, M. R. Lee, Thomas Stanley, Mrs. C. L.
Augustin, C. Lang, R. W. Hunt, W. E.
Acca, O. A. Leonard, M. Hykes, Arthur
Anderson, C. M. N. Lester, H. Falkiner, Dr. A. C.
Anderson Miss Hoffinan, W. Newman
Alimed, A. Aziz Liv, R. T. Poul Thomas, L. Chas.
Anita Miss Livingstone, J. Thomas, Telli, Miss
Anderson, H. Lanning, C. H. Harvey, E. G.
Anelino, Miss L. Leake, Herr Holzsch, F.
Abedach, E. Link, Herr Haratz, E. G.
Assumpao, J. M. Langham, W. Henry, Alice
Anderson, Rev. H. E. Lassen, P. M. Henderson, L.
Burke, Rev. P. G. Larne, A. Isaac, Allen
Berger, L. W. Lambert, I. G. Ingles, Miss
Bonneau, F. Leon, F. R. paz de Isaac, Allen
Bonnet, F. Leon, F. R. paz de Ingles, Miss
Brown, F. W. Lambert, Fred. Ince, A.
Bennet, Major F. W. Lion, A. D. Ince, A.
Berrith, H. McLean, A. E. Long
Bikos, H. Miller, O. H. Morton, H.
Brown, Rev. A. J. Mills, S. C. McLean, A. E.
Birtram, W. Mitchell, W. T. Morton, H.
Barnard, Siel Mundie, W. H. Mcintosh, A. H.
Babington, G. N. Mac Donald, Lieut.
Brown, S. Meyer, Co., E. McDonald, Lieut.
Bryce, Lt. J. H. M. Macarbo
Baysides, S. F. McGill, Wm. E. Mcintosh, A. H.
Bates, Ed. Mactavish, J. F. McIntosh, James
B. D. V., Madame Messer, Capt. J. F.
Baptista, A. M. Marc, Monsieur
Bruce, Mrs. Mac Donald, Lieut.
Bellisile, L. J. McBain, D. F. McMurdo, F.
Bunn, Col. Pelham McCullan, (Engineer)
Brutter, R. H. McEwan, H. L. McCullan, (Engineer)
Bertrand, G. McCormick, M. McCullan, (Engineer)
Buxton, L. N. Meyer, Co., E. McCullan, (Engineer)
Baker, Mrs. N. Martin, T. McCullan, (Engineer)
Benson, F. Moore, Gus. McCullan, (Engineer)
Berte, M. Moore, T. W. McCullan, (Engineer)
Burke, F. C. Munro, P. S. McCullan, (Engineer)
Barne, W. D. Marriesey, M. E. McCullan, (Engineer)
Carter, Miss. Meulle, H. L. McCullan, (Engineer)
Collins, W. S. McCormick, M. McCullan, (Engineer)
Conceicao, B. Meyer, Co., E. McCullan, (Engineer)
Chichester, R. L. Moore, Amigo. McCullan, (Engineer)
Collago, J. M. J. Mills, S. McCullan, (Engineer)
Caldwell, Miss. Muirhead, Leon. McCullan, (Engineer)
Colburn, Geo. Mason, Miss C. M. McCullan, (Engineer)
Carter, Miss. McLaughlin, W. F. McCullan, (Engineer)
Collins, W. S. Marle, Amigo. McCullan, (Engineer)
Conceicao, B. Mason, Miss C. M. McCullan, (Engineer)
Chapman, Dr. W. L. Mills, S. McCullan, (Engineer)
Chauson, Madame. Moore, Amigo. McCullan, (Engineer)
Catt, V. Leon. Nixon, B. McCullan, (Engineer)
Coat, Miss E. Norton, Miss McCullan, (Engineer)
Calbor, Miss. Nibal, Din. McCullan, (Engineer)
Gorles, Mrs. M. Nizam Din. McCullan, (Engineer)
Centeno, Leonardo. Nekila, T. G. McCullan, (Engineer)
Chiffage, Capt. W. A. Nichol, H. J. McCullan, (Engineer)
Channate, Adolf. Nichol, H. J. McCullan, (Engineer)
Cusker, P. J. Niven, L. McCullan, (Engineer)
Calado, J. O. Newby, Capt. A. McCullan, (Engineer)
Charman, A. P. O'Neill, Ed. McCullan, (Engineer)
Cowdin, J. R. Onewill, H. F. McCullan, (Engineer)
Fitzbrisham, J. T. Orell, H. M. McCullan, (Engineer)
Clark, Lillian M. Dyson, F. W. McCullan, (Engineer)
Dyson, F. W. Drowd, Percy. McCullan, (Engineer)
Douglass, M. E. Douglas, F. McCullan, (Engineer)
Dir. Gen. Govt. of Ch. Pennybacker, C. McCullan, (Engineer)
R'way. Fabian, H. McCullan, (Engineer)
Daniell, Jospeh. Paton, Dr. B. L. McCullan, (Engineer)
Drakeford, L. H. Piony, Herrn G. A. McCullan, (Engineer)
Davies, P. O. Pereira, Mrs. C. McCullan, (Engineer)
Dent, Crs. F. Palle Singh. McCullan, (Engineer)
Desalou, C. Pac Kwong Ming. McCullan, (Engineer)
Espostio, Ernesto. Pac Kwong Ming. McCullan, (Engineer)
Echauzquier, P. Pheiffer, D. S. McCullan, (Engineer)
Engert, M. Ponsonby, R. McCullan, (Engineer)
Fernandes, J. M. Pisi, Ugo. McCullan, (Engineer)
Foster, F. F. Pujol, G. McCullan, (Engineer)
Foster, F. F. Ross, Andrew. McCullan, (Engineer)
Foster, F. F. Raymond, Capt. A. W. McCullan, (Engineer)
Foster, F. F. Rosario, Dna. E. M. X. McCullan, (Engineer)
Foster, F. F. Royle, H. C. McCullan, (Engineer)
Foster, F. F. Rodriguez, C. McCullan, (Engineer)
Faria, Miss C. da S. Seldner, P. McCullan, (Engineer)
Galbraith, J. E. Sandelands, L. H. McCullan, (Engineer)
Grant, L. M. F. Smith, A. H. McCullan, (Engineer)
Guthrie, J. B. Sprague, O. McCullan, (Engineer)
Godfrey, H. S. Scolayman, H. McCullan, (Engineer)
Gitten, Mrs. Sanborn, Dr. F. G. McCullan, (Engineer)
Gurke, A. Soutza, M. B. McCullan, (Engineer)
Gray, A. G. Sullivan, C. P. McCullan, (Engineer)
Glover, Miss. Sims, W. A. McCullan, (Engineer)
Green, J. T. Sephton, G. McCullan, (Engineer)
Godzinski, W. S. Sins, A. McCullan, (Engineer)
Girard, August. Sillahie, James. McCullan, (Engineer)
Goetz, Herr Adolf. Simmat, J. L. McCullan, (Engineer)
Gibson, C. Shayles, Miss. McCullan, (Engineer)
Griffins, A. Sec. of the Br. M. M. McCullan, (Engineer)
Gubina, Pedro. Sec. of the Br. M. M. McCullan, (Engineer)
Garcia, Maria. Sels, W. V. McCullan, (Engineer)
Guy, Rev. P. J. Supi, Currency Paper. McCullan, (Engineer)
Goolan, H. I. M. Officer. McCullan, (Engineer)
Gool, J. Van Der. Stevnsen, Th. J. McCullan, (Engineer)
Groot, A. de. Samuel, G. McCullan, (Engineer)
Gregor, J. Sec. Ch. Con. Co., Ltd. McCullan, (Engineer)
Gerard, J. C. Schult, Karl. McCullan, (Engineer)
Falken, A. C. McCullan, (Engineer)
Falken, Cecil. McCullan, (Engineer)
Ferriere, S. McCullan, (Engineer)
Ferrari, B. McCullan, (Engineer)
Fornada, Benigno. McCullan, (Engineer)
Fremont, Alfred. McCullan, (Engineer)
Falkiner, A. C. McCullan, (Engineer)
Freres & Co., Siva. McCullan, (Engineer)
Falkiner, A. C. McCullan, (Engineer)
Ferrier, S. McCullan, (Engineer)
Faria, Miss C. da S. McCullan, (Engineer)
Galbraith, J. E. McCullan, (Engineer)
Grant, L. M. F. McCullan, (Engineer)
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Goetz, Herr Adolf. McCullan, (Engineer)
Gibson, C. McCullan, (Engineer)
Griffins, A. McCullan, (Engineer)
Gubina, Pedro. McCullan, (Engineer)
Garcia, Maria. McCullan, (Engineer)
Guy, Rev. P. J. McCullan, (Engineer)
Goolan, H. I. M. McCullan, (Engineer)
Gool, J. Van Der. McCullan, (Engineer)
Groot, A. de. McCullan, (Engineer)
Gregor, J. McCullan, (Engineer)
Gerard, J. C. McCullan, (Engineer)
Falken, A. C. McCullan, (Engineer)
Falken, Cecil. McCullan, (Engineer)
Ferriere, S. McCullan, (Engineer)
Fornada, Benigno. McCullan, (Engineer)
Fremont, Alfred. McCullan, (Engineer)
Falkiner, A. C. McCullan, (Engineer)
Freres & Co., Siva. McCullan, (Engineer)
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Griffins, A. McCullan, (Engineer)
Gubina, Pedro. McCullan, (Engineer)
Garcia, Maria. McCullan, (Engineer)
Guy, Rev. P. J. McCullan, (

phy founded on our religion, takes the same view, and nothing can be more dissimilar than the system propounded by the Vedanta and that of Lord Bacon."

All of which may be true, but overlooks the fact that the principle of Christian missions is obedience to a direct, though most perplexing command.

TIENTHSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTHSIN, November 7th.

DEATH OF LI HUNG-CHANG.

Few particulars are yet known here beyond the one all-important fact that Li Hung-chang died this morning at 11 o'clock. That his death was imminent was recognised some days ago, and a foreign doctor is reported to have seen him and opined that his recovery was absolutely hopeless. As to whether he really did have foreign advice is yet uncertain. Considerable anxiety is felt here concerning the future, as it is of course recognised that there is no one else, sick or well, who can adequately take Li's place, nay as he was. Prince Ching returns to Peking to-morrow, but he cannot pretend to be China's representative single-handed, and general expectation turns to Sheng Taotai. Sheng however may not be keen on the position, and may prefer retaining his comfortable purse in Shanghai. Others think Yuan Shikai; but I have a lurking apprehension that Jung Lu may suddenly appear on the scene with a royal Commission for the post. Whoever it may be, however, complication of the present crisis seems highly probable, and some Chinese shrewdly suspect that certain Powers may now produce all sorts of concessions and agreements to which "Li's" signature and pledge has been attached. We may certainly expect the Manchurian Treaty to be trotted out in style.

THE COURT.

is expected to reach Kai-feng-fu on the 14th inst., and remain there twenty days, and reach Peking twenty days later, but opinion is pretty unanimous that the last stage will probably be left untravelled now, at any rate, for an indefinite period.

I would draw your attention to the significant fact that the

PALACE AT HSIAN IS BEING KEPT INTACT BY IMPERIAL ORDER.

and none of the furniture removed, and every thing is being kept clean, as if for immediate use.

THE RACES.

There was a good attendance at the races to-day, including the General and Mrs. Creagh, glorious weather again prevailing. The Champions was won in fine style by Dr. Robertson on John Dickinson's "Touch-me-not."

November 9th.

Marvellously mild and brilliant weather prevailed throughout yesterday, the fourth and last day of this the most enjoyable meeting for weather which Tientsin has enjoyed for many years. As far as the racing goes I am of opinion that on the whole it was good, and one or two new stables got a show; but there was great lack of outward demonstration and enthusiasm.

LIS'SUCCESSOR.

Telegrams down from Peking last night reported Wang Wen-shao to be Li Hungchang's acting successor and Yuen-Shi-ka to be Acting Viceroy of Chihli. A long honorific Edict sets forth Li's many virtues as the suppressor of the Taiping Rebellion, the Saviour of the Boxer outbreak etc., etc., and paints the G.O.M., clever as he was, in absolutely rainbow hues of excellence, conferring on him the posthumous title of Marquis or Duke. The appointments fulfil expectations in a measure and are considered fairly satisfactory, at least as regards Chihli. Wang Wen-shao, though a level headed man enough, and the wise counsellor on many occasions, can hardly be regarded as a strong man and has absolutely no following. Hitherto he has been a very squashable man for the opposition, and it is not just to expect great things of him under the circumstances.

The Provincial Treasurer and Judge of Chihli recently issued a strong notification, urging the people

TO LIVE PEACEABLY

together and to suppress the brigands. The notification points out that it is of the utmost importance to establish the institution of ten-family guards to preserve order in each village, and urges the gentry to deal with all law cases with strict equity, and not to look down upon the Christians, and in cases in which they are concerned to consult missionaries if possible. The notification contains eight regulations:

1. Each village to appoint a representation and form a Committee with responsible Christians to adjudicate small troubles, and if the Christians fall in their duty dismiss them from office.

2. In each village all families must be divided into tens, and each ten be held responsible for the good order of the place, and protect each other. "Allied villagers" to be stopped entirely.

3. In each village the gentry and police visit each house and ascertain the number of inmates to each residence and their occupation and record it on a sign board at the house door.

4. No one, Christian or otherwise, to harbour or possess arms, and any one found carrying any such will be liable to death.

5. All persons of means in each village to contribute liberally towards the support of the police.

6. Robbers and rowdies on no account whatever to be allowed to enter or lodge in any town or village.

7. Ex-boxers and rowdies duly reporting themselves and giving guarantee of good behaviour to be admitted, and if they create any disturbance to be immediately severely punished.

8. All manner of squeeze to be strictly stopped, and all officers visiting houses not to

receive any fees. The census to be taken annually and a record kept. The gentry to be responsible for street lighting, and all villages earning a good record for three years will be recommended for reward.

The above, like many other Chinese regulations, read well on paper. Whether they will lead to better order in the country is another matter.

THE NEW TARIFF.

commences here on Monday, and also the collection of the native customs. In connection with the latter the text and intent of the Chinese and foreign versions differs just sufficiently to allow of a quite unanticipated rendering being adopted. The foreign terms are that the "collection of the Native Customs is to be placed in the hands of the Maritime Customs Commissioner." The Chinese version says the Chang-shui will be collected by the Commission, meaning only a certain section of the sundry and various Native Customs in each port, and not the whole Chang-shui. Sir Robert, in a recent letter to the Plenipotentiaries, drew attention to this insidious little distinction and only had the rendering confirmed. Moreover the limit within which such collection is to take place is fixed at 50 li, or 16 miles around each port, leaving the whole country beyond that radius to the Hsin stations rendered doubly menacing to foreign trade by reason of the enhanced cupidity of the officials. Sir Robert Hart is evidently not certain that this arrangement will prove satisfactory, and makes it clearly understood that the arrangement is purely tentative.

The General has been spotting some of the RECENTRITIES of our barracks evidently. To-day's orders contain the following:

"It having been noticed that stove-pipes are at present frequently used, for purposes for which they are not intended, such as towel-horses and clothes-lines, as well as to suspend lamps and other objects from officers commanding corps, units, and heads of departments are directed to issue orders for the immediate discontinuance of such practices. It is immaterial whether the stoves be lighted or not, but their pipes should in no case be used for any other purpose than they are intended for. The hanging of lamps anywhere in the vicinity of stoves or stove-piping is also a very dangerous practice and should be absolutely forbidden, and all officers are directed to see that this order is complied with."

I cannot say that I have specially noticed stove-pipes being applied as above noted, but no doubt the late warm weather has catered to the inventive genius of Tommy or the dusky tribes of Hindostan. Something like Tls. 3,000 has been spent in the Native City on stoves and piping and they have a distinct value in these days.

A COURT MASCOTTE.

The Week End invokes itself responsible for the statement that both the King and Queen are superstitious, which is a peg upon which it hangs the following story. Their Majesties have a firm belief in the "mascotte" power of one of the Queen's ladies-in-waiting. This lady has the enviable reputation of securing, by her presence at the races, victory to the horse she favours. So far is the royal belief in her power that when Diamond Jubilee was to run for the Derby the Queen—the Princess of Wales—requested the presence of the "mascotte" who was at the time in delicate health. After a great deal of persuasion from the Prince and Princess she went, as we know, the royal colours scored a victory. The little baby born two days later was christened "Diamond" and the Prince of Wales' gift was a diamond brooch with the words large on it "Diamond Jubilee." If only a syndicate of punters could get hold of this lady-in-waiting their fortunes would be made in no time.

THE PHILIPPINE CABLE.

Reuter's Washington correspondent states:—Mr. Knox, the Attorney-General, on 11th ult., presented to the President and the Cabinet his Report regarding the application of the Postal Telegraph Company for permission to land and lay a cable between San Francisco and the Philippines. He was of opinion that, under the law of 1866, any domestic company could land cables on the shores of the United States or of its possessions. The President and the Cabinet are convinced by the Report that there is no ground for action by the Executive in this case, but the President will go into the subject more minutely with Mr. Knox, and will review the whole question in his message to Congress. The law of 1866 is the same as that under which the Postal Telegraph Company sought power to land a cable to Havana, a claim which was rejected by the then Secretary for War.

It is deemed desirable to know whether the company would extend its own line to China or make some arrangement with the English company, which already has a cable between Hongkong and Manila. Mr. Knox regarded it as very important that there should be a complete line from the United States to the Philippines, and on to Asia, as in case of war it might be necessary for the United States not only to control a cable to the Philippines, but also one to China, or elsewhere in Asia. The matter of the Spanish concession of 1898, giving the English company an exclusive franchise for cable connections with the Philippines, was carefully considered. Mr. Knox advised President Roosevelt that this franchise would not hold. He cited the recent action of the Transvaal Concessions Commission, which held that concessions granted by the Boer Government in the Transvaal should not be recognised by Great Britain. It is probable that no definite action will be taken by President Roosevelt in relation to the proposal until the company has made clear its intentions regarding cable communication between the Philippines and China.

GIRAUT'S GREAT SPECIALTY COFFEE ground on the PREMISES.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

GIRAUT for the best and GREATEST ASSORTMENT of CONFECTIONERY.

SIEMSEN & Co.

Hongkong, 1st May, 1901.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
MANILA	"SUNGKIAH"	23rd instant.
ILOCO and CEBU	"KAIFONG"	20th instant.
MANILA	"TSINAN"	30th instant.
POR DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	30th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DU.
GLASGOW and LIVERPOOL	"IXION"	20th November, 1901.
"	"DEUCALION"	25th "
"	"FELEUS"	7th December, "
"	"PATROCLUS"	15th "

HOMEWARDS.

FOR LONDON.

"MACHAON"	26th Nov., 1901.
"ACHILLES"	10th Dec., "
"GLAUCUS"	24th "
"DEUCALION"	7th Jan., 1902.
"PELEUS"	21st "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"IXION" 15th Dec., 1901.

"PATROCLUS" 15th Jan., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Roach, will be despatched as above TO-MORROW, the 20th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.,

General Managers,

Hongkong, 18th November, 1901. [1229c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's Steamship

"PERLA,"

Captain G. T. Blaxland, will be despatched as above TO-MORROW, the 20th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,

General Managers,

Hongkong, 18th November, 1901. [1229c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"

(3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 22nd instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,

Manager,

Hongkong, 12th November, 1901. [1225c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSAM,"

Captain Weigall, will be despatched as above ON FRIDAY, the 22nd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.,

General Managers,

Hongkong, 18th November, 1901. [1223c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA,"

Captain Fellner, will leave for the above places, on SATURDAY, the 23rd instant, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Freight or Passage, apply to

SANDER, WIELER & CO.,

Agents,

Hongkong, 14th November, 1901. [1223c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 24th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents,

Hongkong, 18th November, 1901. [1226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 27th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents,

Hongkong, 18th November, 1901. [1226c]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CARINTHIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This Vessel brings Cargo:—

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 19th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Bills of Lading will be countersigned by Sander, Wieler & Co., Agents.

Hongkong, 13th November, 1901. [1197c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOREA.

THE Steamship

"MARQUIS BACQUEHEM,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by Sander, Wieler & Co., Agents.

Hongkong, 14th November, 1901. [1194c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"

Captain Ammon, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th November, 1901. [1195c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE Steamship

"GLENGARRY,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

DODWELL & CO., LIMITED, Agents.

Hongkong, 18th November, 1901. [1196c]

F. BLACKHEAD & CO., SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

NOT ANDA.

CALENDAR.

NOVEMBER.

Meteorological means based on fifteen years' observations to 1891.

Barometer	30.103
Thermometer	69.2
Humidity	65
Rainfall	1.302

TO-DAY.

WEATHER REPORT.

On date at 6 a.m.	On date at 4 p.m.
Barometer	30.16
Temperature	73
Humidity	52
Rainfall	47

TO-DAY.

Tuesday, 19th November, 1901.

Chinese—10th of 10th moon of 27th year of Kuang-shu.

Sun-Rises 6hr. 18min.
Sets 5hr. 16min.

Moon—First Quarter 6hr. min. p.m.
High water—Morning 6hr. 25min.

Afternoon 6hr. 15min.
Low water—Morning 6hr. min.
Afternoon 6hr. 30min.

ANNIVERSARIES.

1865—M. de Lesseps born.
1883—Collision on the Yangtze between the steamer *Kung-wo* and *Haw-yang*, both vessels lost.

1884—Steamer *T. C. Hook* foundered with all hands whilst on a voyage from Saigon to Hongkong.

1887—Terrible gunpowder explosion at Amoy; upwards of 800 houses destroyed, and several hundred lives lost.

1891—Immense fire in London.

1893—Lord Charles Beresford advocates the "open door" policy at Shanghai.

TO-MORROW.

Wednesday, 20th November, 1901.

Chinese—10th of 10th moon of 27th year of Kuang-shu.

Sun-Rises 6hr. 18min.
Sets 5hr. 16min.

High water—Morning 6hr. 53min.
Afternoon 6hr. 49min.

Low water—Morning 6hr. 56min.
Afternoon 6hr. 54min.

ANNIVERSARIES.

1840—The s.s. *Queen*, bearing a flag of truce, fired upon by the Bogue Forts.

1845—Portuguese Custom-house at Macao closed.

1863—Lord Elgin died.

1867—Gunpowder explosion at Hawkow.

1898—Over 100 houses lost by a landslide on the banks of the Hawkow River.

AGENDA.

TO-MORROW.

Noon—O. & S. Co.'s steamer *Coptic* leaves for Canada.

C. P. R. Co.'s steamer *Empress of India* leaves for Canada.

THURSDAY, 21st.

Noon—E. & A. S. Co.'s steamer *Guthrie* leaves for Australia, Tasmania and New Zealand.

TUESDAY, 26th.

D. & Co.'s steamer *Brenner* leaves for Victoria, B.C. and Tacoma.

O. S. Co.'s steamer *Machaon* leaves for London.

WEDNESDAY, 27th.

I. G. M. steamer *Bayern* leaves for Bremen.

THURSDAY, 28th.

Noon—T. V. K. steamer *America Maru* leaves for San Francisco via Inland Sea and Honolulu.

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

October 19th.

The officers of the German steamer *Marburg* are—Capt. E. Zucharie, 1st officer C. Castan, 2nd officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Roos, and engineer M. Boning, 3rd engineer H. Tahne, 4th engineer M. Harms.

November 1st.

Mr. Johnson has taken the place of Mr. Whittin, 2nd engineer of the s.s. *Longyang*, who is now on sick leave.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*America Maru*) to-morrow.
English (*Chusan*) 23rd instant.

Indian (*Catherine Apear*) 26th instant.

Canadian (*Empress of Japan*) 26th instant.
German (*König Albert*) 27th instant.

American (*City of Peking*) 28th instant.

American (*Hongkong Maru*) 14th prox.

The P. & O. S. N. Co.'s steamer *Tientsin* left Singapore for this port on the 10th inst., at 6 a.m.

The D. S. S. & Co.'s steamer *Catherine Apear* from Calcutta left Singapore for this port this afternoon.

The P. M. S. S. Co.'s steamer *America Maru* with mail &c., left Shanghai for this port yesterday on the 18th inst., at noon.

The C. O. S. S. Co.'s steamer *Kourien* from San Francisco left Nioji for this port on the 18th inst., p.m., and is due here, on 23rd inst.

The P. M. S. S. Co.'s steamer *Hongkong Maru* with mail &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 16th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Canton River " Kowloon Dock.

Tacoma " "

Hans Meneell " "

Kongnani " "

U. S. S. Princeton " "

Lat-fac " "

Justin " "

Elcano " "

H. J. Albrecht " "

Hengshan " "

Fernosa " "

Piranudos " "

Commodore

EXCHANGE.

Hongkong, 19th November.

ON LONDON, Telegraphic Transfer, £100 to 9/16
Bank Bills, on demand, £100
Credits, 4 months' sight 1/11
D'ments, 4 months' sight 1/11
ON BERLIN, (demand) M.1.921
ON PARIS, Bank Bills, on demand 3.366
Credits, 4 months' sight 2.41
ON NEW YORK, Bank Bills, on demand 4.451
Credits, 30 days' sight 4.68
ON BOMBAY, Telegraphic Transfer, £100 to 14/12
On demand, £100

ON SHANGHAI, Telegraphic Transfer 7.74
Private 30 days' sight 7.00
ON YOKOHAMA, T.T. 7.4% prem.
Sovereigns, Bank's Buying Rate 50.54
Gold Leaf 100 taels, per tael 54.50
Bar Silver 50
Dollars 50

OPTUM QUOTATIONS.

Hongkong, 19th November.

To-day's quotations are as follows:—
BENGAL—New Patna £100/25
New Benares 50/7
Old Patna 95/0
Old Benares 92/00
Per picul.
MALWA—New 900/10
Last year's 910/20
2/3 years' old 920/30
3/4 years' old 920/40
Putterfore 95/0
PERSIAN—Superior drug was sold, £100

VISITORS AT THE HONGKONG HOTEL.

Ames, Mr. J. T. Lack, Mr. G. M.
Arthur, Mr. H. W. Langesjoe, Mr. L.
Andrew, Mr. D. A. Laurie, Mr. M.
Angus, Mrs. Lazarus, Mr. N.
Arnold, Mr. H. Lincoln, Miss K. N.
Back, Mr. J. Littledale, R.E., Major
Bailey, Mr. W. S. R. P.
Barlow, Mr. B. J. Lorissande, Mr. & Mrs.
Barlow, Mr. F. C. L.
Barrymore, Mr. Louison, Mr. L.
Bedat, Mr. J. Mackie, Mr. Gordon
Bell, Mr. J. T. Mann, Mr. J.
Beringer, Dr. Marlow, Mr.
Black, Mr. J. McKenzie, Mr. R. M.
Bonner, Mr. A. McLellan, Mrs. E. E.
Bonnet, Mr. & Mr. F. Meresky, Mr.
Bradford, Mr. D. Michael, Mr. S. J.
Bustost, Mr. Milton, Mr. and Mrs.
Buttshaw, Major Mooser, Mr. L.
Cameron, Mr. D. H. Parfitt, Mr. W.
Ceresole, Mr. L. Peut, Mr.
Chaffee, Mr. and Mrs. Piel, Mrs.
Chalmers, Mrs. and Miss Pitcher, Mr. A. J.
Clarks, Jr., Mr. G. C. Planters, Mr.
Clark, Dr. Plummer, Mr. & Mrs.
Cole, Mr. G. E. Poisson, Mr. C.
Colson, Mr. J. S. Price, Mr. H.
Connell, Mr. J. J. Radcliffe, R.E., Capt.
Cosby, Mr. and Mrs. Reel, Dr. L. R.
Cronin, Mr. J. Ridder, Mr. L. de
Davis, Mrs. and child Roberts, Mr. A. G.
Dennis, Mr. W. Robertson, Mr. W. R.
Drenckhoff, Mr. Rowland, Lt.
Discombe, Mr. G. M. Ruhsen, Mr. and Mrs.
Dunsford, Capt. & Mrs. E. and family
and child Schneiders, Mr.
Dyson, Major P. S. Schob, Mr. C.
Edwards, Mr. F. W. Seate, Mr. R.
Fernald, Mr. and Mrs. Serjeant, Mr. P. W.
Fincke, Mr. R. F. Simpson, Mr. A. E.
Frank, Mr. C. Smith, Mr. T. J.
Gibson, Mr. and Mrs. Smithers, Mr.
Kennedy and child Shewin, Mr. E. A.
Gilmore, Comdr. F. P. Sparrow, Mr. E. C.
Gove, Mrs. Stein, Mr. T.
Grant, Mr. John Summers, Mrs. J. A.
Gray, Misses G. M. & L. Sutton, Mr. E. S.
Greene, Mrs. W. W. Symons, Miss
Gustain, Mr. and Mrs. Taylor, Mr. D. G.
L. and family Taylor, Mr. G. A.
Hanson, Mr. B. E. Turnbull, Mr. W. J.
Hawkins, Mr. J. A. Ullmann, Mr. B.
Haxton, Mr. and Mrs. Upton, Mr. T.
Heckendorf, Mr. R. G. Valentine, Mr. A.
Hesse, Mr. H. F. Wakeman, Mr. G. H.
Hiltz, Mr. C. Wallace, Mr. T.
Howkins, Mr. and Mrs. Waters, Mr. W.
Howard, Mr. Thos. Frank, W. E.
Hughes, Mr. W. K. Whiley, Mr. W. J. G.
Huke, Mr. A. N. Whitton, Mrs.
Hummel, Mr. G. L. Wild, Lieut., and Mrs.
Hutchison, Mrs. M. Bagnall, Mrs.
Johnsion, Mr. and Mrs. Woolen, Mr. J. J.
Joseph, Mr. and Mrs. Wright, Mr. and Mrs.
E. S. H. Taylor
Katsch, Mr. E. A. Young, Mr. A. L.
King, Major H. S. Zoehr, Mr. A. T.
Kirkwood, Mr. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. & Mrs., Inglesi, Mr. and Mrs., and child W. F. and children
Baulton, Mr. J. F. Lyne, R.N., Lt.-Comdr.
Beattie, Mr. James Lyne, Mrs.
Benson, Capt. and Mrs. Macredie, Mrs., & Mrs.
Bonner, Mr. J. W. C. Miss
Brown, R.E., Col. L. F. Martin, Mr. R.
Brayne, Mr. H. F. R. May, Mr. A. J.
Brusse, Mr. G. McDermott, Mr. A. P.
Cameron, Mr. and Mrs. Miller, Mr. and Mrs.
Allen, Carr, Miss Mitchell, Mr. Robert
Mumford, Mr. and Mrs. Mumford, Mr. and Mrs.
Cartwright, Miss and children
Connell, Mr. and Mrs. Osborne, R.A., Major
J. L. O. Pitt, Mr. John, R.N.
Coppin, Mr. A. G. Pollock, Hon. H. E.
Crookenden, Col. Rowden, Major
Dana, Mr. and Mrs. G. Rumsey, R.N., Hon. H.
Davies, Mr. W. Murray, Mrs.
Dixon, Mr. W. B. Sawyer, Mrs.
Dixon, Mr. F. H. Sinclair, Mr. A.
Erick, Mr. J. S. Thomson, Mr. L. S.
Fitch, Mrs. W. Grant Wheeler, Mr. W. H.
Forbes, Mr. Andrew Wheeler, Colonel
Gaffney, Mr. Andrew Wilson, Mrs. W. and
Hamilton, Major child
Houten, Mr. J. von Wright, Dr. and Mrs.
Hughes, Mr. R.A.M.G., Lt. Col. Bateson, Wood, Miss
Jeffries, Mr. H. N.

CRAIGIEBURN.

Brown, Mr. and Mrs. Helms, Mr. W. H. Matheson
Edwards, Mr. G. H. Ough, Mr. and Mrs. A. H.
George, Mr. and Mrs. C. Pryne, Capt. and Mrs. Parrow, Capt. J.
Grimble, Mr. G. Pye, Mr. E. Burns
Heemskerk, Mr. J. J. B. N.R.C., Capt. Simpson, Capt. & Mrs.
Henderon, R.N., Capt. Surplice, Mr. and Mrs.
and Mrs. F. H. Tyzwhitt, Mr. T.

KOWLOON HOTEL.

Bennet, Mrs. R. Fernandez, Mr. & Mrs. J. B.
Bowie, Col. W. G. Groves, Capt. and Mrs.
Crockett, Mrs. Crockett, Miss
Drake, Mr. Francis Rieggen, Mr. V.
Drake, Mr. John Sharwood, Mrs. A.
Fitzgerald, Mrs. Temple, Mrs. B.

THE SHARE MARKET.

LATEST QUOTATIONS.

(NOVEMBER 19th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$625
The Bank of China and Japan, Limited—(Preference)	\$ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	\$ 8	\$27 sellers
National Bank of China Limited—Founders	\$ 1	\$15 sellers
Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$340 buyers
China Traders' Insurance Company, Limited	\$ 25	\$54 ex div. sellers
North China Insurance Company, Limited	\$ 25	Taels 180 buyers
Yangtze Insurance Association, Limited	\$ 60	Taels 150 buyers
Canton Insurance Office, Limited	\$ 50	\$157 buyers
Straits Insurance Company, Limited	\$ 20	nominal
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$365 buyers
China		

Post Office.

A mail will close:

For Canton—Per *Powán*, to-morrow, the 20th instant, at 7.30 A.M.
For Haiphong—Per *Hongkong*, to-morrow, the 20th instant, at 10 A.M.
For Singapore—Per *Richmond Castle*, to-morrow, the 20th instant, at 3 P.M.
For Shanghai—Nagasaki—Kobe—Yokohama—Honolulu and San Francisco—Per *Copéle*, to-morrow, the 20th instant, at 10.45 A.M.
For Shanghai—Nagasaki—Kobe—Yokohama—Victoria, C. & Vancouver—Per *Empress of India*, to-morrow, the 20th instant, at 11 A.M.
For Macao—Per *Homan*, to-morrow, the 20th instant, at 1.15 P.M.
For Saigon—Per *Telemachus*, to-morrow, the 20th instant, at 3 P.M.
For Manila—Per *Yuenlong*, to-morrow, the 20th instant, at 3 P.M.
For Palambang—Per *Sabine Rickmers*, to-morrow, the 20th instant, at 3 P.M.
For Tientsin—Per *Nanchang*, to-morrow, the 20th instant, at 4 P.M.
For Manila and Iloilo—Per *Perla*, to-morrow, the 20th instant, at 4 P.M.
For Shanghai—Per *Longnoon*, to-morrow, the 20th instant, at 4 P.M.
For Canton—Per *Fatshan*, to-morrow, the 20th instant, at 5 P.M.
For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Gulistan*, on Thursday, the 21st instant, at 11 A.M.
For Manila—Per *Longgang*, on Friday, the 22nd instant, at 11 A.M.
For Yokohama and Kobe—Per *Austria*, on Saturday, the 23rd instant, at 3 P.M.
For Yokohama, Sydney and Melbourne—Per *Karina Maru*, on Friday, the 22nd instant, at 3 P.M.
For Europe, &c., India, via *Tuicorin*—Per *Parramatta*, on Saturday, the 23rd instant, at 11 A.M.
For Manila—Per *Sungkang*, on Saturday, the 23rd instant, at 11 A.M.
For Yokohama and Kobe—Per *Austria*, on Saturday, the 23rd instant, at 3 P.M.
For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Braemar*, on Tuesday, the 26th instant, at 11 A.M.
For Europe, &c., India, via *Tuticorin*—Per *Bayern*, on Wednesday, the 27th instant, at 11 A.M.
For Iloilo and Cebu—Per *Kaifong*, on Friday, the 29th instant, at 4 P.M.

XMAS AND NEW YEAR PARCELS—(via Gibraltar) Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected—

For a parcel not exceeding 3 lbs in weight \$0.50

7 lbs 1.00

11 lbs 1.50

With an additional 50 cents, parcels may be sent via Brindisi, and 10 posted before 3 p.m. on Friday the 22nd November, are due in London about the 21st December, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January.

All parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark.

Senders of parcels are requested to post them a few days in advance.

CHRISTMAS MAIL—Letters etc. for the United Kingdom posted on the 23rd instant, per British Packet *Parramatta*, are due in London on the 23rd December next.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Book Post:—The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,565; C. J. Mattock, 14th Nov.—Bangkok and Koh-si-chang 31st Nov., Rice—Jardine, Matheson & Co.

ANPING MARU, Japanese steamer, 1,056; S. Atsumi, 16th Nov.—Swatow 15th Nov., General—Mitsui Bussan Kaisha.

ATHENIAN, British steamer, 3,882; H. Mowatt, 14th Nov.—Shanghai 11th Nov., General—C. P. R. Co.

BENCLUECH, British steamer, 2,679; A. W. S. Thomson, 16th Nov.—London 3rd Oct., and Singapore 9th Nov., General—Gibb, Livingston & Co.

BRAMAR, British steamer, 2,316; Wm. Watt, 14th Nov.—Tacoma via Ports 9th Oct., General—Doddwell & Co. Ltd.

CHUNSAMG, British steamer, 1,416; L. A. Muir, 11th Nov.—Java 1st Nov., Sugar—Jardine, Matheson & Co.

CLAVELADE, British steamer, 2,123; W. Harring, 12th Nov.—Shanghai and Amoy 11th Nov., Tea and General—Carlowitz & Co.

COPIC, British steamer, 2,744; J. H. Rinder, R.N.R., 12th Nov.—San Francisco 15th Oct., Honolulu 22nd Oct., Yokohama 4th Nov., Kobe 6th, Nagasaki 7th, and Shanghai 10th, Mails and General—O. & O. S. S. Co.

DUKE OF FIFE, British steamer, 3,547; J. S. Cox, 18th Nov.—Tacoma 1st Nov., A.S.A. 17th Oct., General—Doddwell & Co. Ltd.

ELCANO, American steamer, 501; R. D. Alhengen, 30th Sept.—Manila 31st August, Ballast—Brando & Co.

ELSA, German steamer, 1,702; P. Schonwandt, 11th Nov.—Canton 10th Nov., Coals—Jebens & Co.

EMPEROR OF INDIA, British steamer, 3,003; O. P. Marshall, R.N.R., 30th October—Vancouver 8th Oct., and Shanghai 27th, Mails and General—C. P. R. Co.

ESMERALDA, British steamer, 966; J. McGinty, 17th Nov.—Cebu 1st Nov., Hemp—Shewan, Tomes & Co.

FORMOSA, British steamer, 673; A. E. Hodges, 17th Nov.—Taku 5th Nov., Chefoo 6th, and Shanghai 9th, Ballast—Jardine, Matheson & Co.

GLENFALLOCH, British steamer, 4,342; R. S. Bainbridge, 17th Nov.—Singapore 10th Nov., General—Joo Teck Seng.

GLENGARRY, British steamer, 1,055; J. S. Stevenson, 14th Nov.—Singapore 7th Nov., General—Macgregor Bros. & Gow.

GUTHRIE, British steamer, 2,500; W. G. McArthur, 17th Nov.—Japan 12th Nov., General—Gibb, Livingston & Co.

HALIAN, French steamer, 377; L. Andersen, 17th Nov.—Pakchoi and Huihew 16th Nov., General—A. R. Mart.

HINSANG, British steamer, 1,536; P. M. B. Lake, 18th Nov.—Hongay 13th Nov., Coal—Jardine, Matheson & Co.

HONGKONG, French steamer, 736; J. Panner, 18th Nov.—Haiphong and Hoihow 17th Nov., Rice—A. R. Mart.

JACOB DIEDERICHSSEN, German steamer, 623; T. Tergesen, 17th Nov.—Haiphong and Hoihow 16th Nov., General—Jebens & Co.

JUSTIN, American transp., 1,407; Scott, 5th Nov.—Cavite 1st Nov.,

KAGA MARU, Japanese steamer, 3,800; J. W. Eckstrand, 18th Nov.—Seattle, U.S.A. via Japan and Shanghai 15th Nov., General—Nippon Yuten Kaisha.

KANAGAWA MARU, Japanese steamer, 3,833; John McKenzie, 18th Nov.—London via Ports 11th Nov., General—Nippon Yusen Kaisha.

LAT LOCK, Spanish steamer, 185; Fabbregas, 17th Nov.—Manila 13th Nov., Ballast—A. R. Mart.

LOONGSANG, British steamer, 1,092; G. S. Weigall, 18th Nov.—Musila 15th Nov., General—Jardine, Matheson & Co.

MARA KOLI, German steamer, 2,320; G. Kraef, 18th Nov.—Mojj and NW. Coals—Mitsui Bussan Kaisha.

MARCO MINIETTI, Italian transport, 1,632; G. Sartori, 17th Nov.—Taku 11th Nov.

MICHAEL JENSEN, German steamer, 700; J. Jeisen, 18th Nov.—Hoihow 17th Nov., General—Jebens & Co.

MONGKUT, German steamer, 857; Gisèle, 15th Nov.—Bangkok 7th Nov., Rice—Butterfield & Swire.

NANSHAN, British steamer, 1,299; H. N. Holton, 12th Nov.—Bangkok and Koh-si-chang 4th Nov., Rice—Bradley & Co.

NURNBERG, German steamer, 2,663; L. M. Ammon, 16th Nov.—Hamburg 28th Sept., and Singapore 9th Nov., General—Siemens & Co.

PERLA, British steamer, 1,286; J. A. McArthur, 9th Nov.—Manila 6th Nov., General—Shewan, Tomes & Co.

PITSANULOK, German steamer, 1,267; R. Illing, 10th Nov.—Bangkok and Koh-si-chang 4th Nov., Rice—Bradley & Co.

RICHMOND, British steamer, 3,14; L. R. Mann, 10th Nov.—Geraldton, W.A. 25th Oct., Sandalwood—Siemens & Co.

TELEMACUS, British steamer, 690; J. R. Nasbet, R.N.R., 16th Nov.—Ballast—Arnhold, Karberg & Co.

WHITING, twin-screw, 583 tons, 650 i.h.p., Capt. Morris H. S. Lyne, Hongkong.

REDWELL, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut. Com. C. F. Corbett, Hongkong.

ROBBIE, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,100 i.h.p., Comdr. A. W. Hamilton, Wei-hui-wei.

Snorkell, river-gunboat, 805 tons, 6 guns, 1,200 i.h.p., Capt. S. M. Snorkell, at Manilla.

St. George, 1st-class gunboat, 85 tons, 6 guns, 1,200 i.h.p., Capt. G. E. Ide, at Manilla.

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